

Burr McIntosh's Advice as to the Best Way to See the Races.
New Ideas Taught Yale—Columbia Leaves
for Poughkeepsie.

ON the event to be held at Poughkeepsie there will be a combination of boating talent such as has probably never been seen on a course in this country before. Mr. R. C. Lehmann, who rowed at Cambridge, and has since coached the Oxford crews, and who was the coach of the Leander crew which defeated Yale at Henley last year, has had the Harvard crew in charge, and has been not only personally successful, but remarkably successful in bringing out his men. Mr. Lehmann is a man of exceedingly strong personality. He has force and tact, and with it all such a knowledge of boating as entitles him to the highest position as an authority even in a nation of oarsmen.

Mr. Courtney's judgment of the quality of the audience is also well inclined to fancy that he is likely to be deceived in matters of form and pace should reflect upon the fact that at Henley the crews of the Leander and the Trinity Hall crew is by far the most formidable. The Leander crew, which was the crew that defeated Cornell and eventually won the cup by defeating New.

Cook's English Methods.

Mr. Cook, who has charge of the Yale crew, is easily the most experienced of the college graduate coaches in this country. Ever since he came to America, he made a trip to England, and then a study of English rowing methods, he

(From photographs taken by the
TWO SNAP-SHOT PICTURES

One Courtney or One System.

Cornell's boating history differs from Harvard's and is more like that of Yale's in that they have had one coach—Mr. Courtney—and one system. They have, therefore, not wandered from one method of rowing to another, but have kept consistently at the same thing, at any rate until their trip to Henley two years ago. There is no doubt that both Cornell and Yale learned many things on their visit to the English waters and they have had occasion since to modify their row in a measure from things they learned there. In fact, there would be no progress in our boating method were it not for the ready profit from the experience and lessons of others, and neither Cornell nor Yale can properly acknowledge the acquisition of new information through the Henley experience. Cornell's rowing at Poughkeepsie last year showed the effects of her English visit, and Yale's rowing at Poughkeepsie this year will give evidence of the fact that her crew, too, has been abroad.

Mr. Courtney was himself a single sculler of note, and is probably as expert as any man in American waters in knowledge of boats and rigging. He is especially strong in his ability to so rig his men as to put them in a position to do their work at the greatest possible advantage. He is a first-class mechanic, and applies his knowledge in a practical way. His men at Poughkeepsie last year showed that not alone in their stroke but in their rigging they were saved all useless strain and unavailing work. Mr. Courtney's crews are usually very fast, but are frequently defeated by the tide of the race. He has turned out some remarkably good crews, and almost never a really poor one. He is at an age when he should be giving up the man of all the others. In his attacks unfortunately seemed to follow limited quantities."

"A good potato now and then is the only mainstay should use."

For a preliminary week:

"Sails and scrub in the morning and anti-bilious pills at night, to clean the stomach and bowels, and issues of all extraneous matter."

"If the person training, after the second week, exhibits signs of irritability, he should be put on a diet of rice and take a dose of powerful cathartic."

"Who wouldn't be irritable after the preliminary two weeks?"

When the Americans were fairly launched upon boating the absurdities of these dosing methods had been realized, but it is taking a much longer time for us to get away from the old ideas. (Ireland and we still see crews who have been smashed over the course on time, drilled and drilled, and our watermen positively die of the sight of the watermen in their final test come out all to pieces in spite of

Wilbur Bacon's Crew.
There was once a Yale crew, however, that seemed to get at naught all ideas overruling, for they won their race in spite of the following regimen:
"They rose at 6, walked and ran before breakfast, on an absolutely empty stomach, from three to five miles, running more than half the distance and part of that full speed, often carrying small weights in each hand, and then they ate their breakfast time, both in the morning and the afternoon." This was Wilbur Bacon's crew.

our na's artist at Poughkeepsie.)

OF PENNSYLVANIA.

Boats and oars have all been a most interesting feature of all these races, and even this year, when it is probable that Harvard will use an English cedar shell, and Cornell and Yale will try both pine and mahogany, the one which proves the stiffer and faster.

The first boats used in this country by college crews were four-oared. Whitehall, in 1841, had a four-oared boat, and in the year '44 the boats at Yale consisted of a four-oared Whitehall, eight-oared lapstreak and a four-oared barge, but in 1845 there was added a six-oared thirty-foot racing boat. From 1844 to 1854 there were fifteen boats owned at Yale. Of these, six were four-oared barges with coxswains. The six-oared, in 1852, the year of the first Yale-Harvard race, the boats used were a four-oared barge with coxswain, The Onelda, the Harvard boat, measured thirty-seven feet in length.

In 1855 boats of various sizes and manned by varying numbers of men were used in the race. Harvard had one boat, eight-oared barge, 40 feet long, with coxswain, and a four-oared lapstreak, 32 feet long with frame outriggers, and without a coxswain. Yale had two boats, both six-oared with coxswains. In '58 Harvard used for the first time a thirty-foot racing boat, 32 feet long, and weighing 350 pounds. In that year there was no race, owing to the sad accident to one of the Yale crew. Mr. M. C. Smith, of New York, built for Harvard's six-oared pine shell won the race.

In '95 he went in with a six-oared boat, weighing 176 pounds. The beam was 19 inches beam and 11 inches deep, and weighed 176 pounds. This boat was matched against the Harvard cedar shell, 40 feet long, 18 inches wide, weighing 175 lbs., with a slight keel, and weighing 195 pounds. The Yale boat won. The time made was 10 minutes and 4 seconds, with a half and return, at Lake Quinsigamond. The weather was fine and the water smooth. The best time up to that for the Yale boat was 10 minutes and 4 seconds. Harvard the following year had her shell built 10 foot longer than that of the previous year, and 7 feet longer than Yale's of the previous year.

It was 36 feet long, and had a 19-inch beam, and won the race easily. In the following year Harvard increased the beam to 20 inches, and the depth to 12 inches. Her boat was as '95. The year after this Harvard again won in a boat of the same measurements. In '70 Yale introduced the first speed boat, which was 36 feet long, 18 inches wide, and 11 inches deep. She came out 45 seconds ahead of Harvard, but owing to a foul the race was given to Harvard. In '71 both Yale and Harvard were represented by a pair of men. Yale used the Davis rigging and rowing up in the forties won by a length and a half. Harvard was in the fifties, and lost.

The Davis ideas to boat 68 feet long, in which the men sat in pairs. Harvard, in an ordinary boat, won by half a length.

Yale's record in the cedar shell was 10 minutes and 4 seconds. Two years ago were 61 feet 10 inches in length, 23 inches in width, the depth 11 inches, the beam 19 inches, weight 245, aft 5½ inches. Their slides were 24-inch slides, but were stopped off to 15 inches. The oars were 12 feet 5 inches in length, with 3 feet inches in board over nose.

How the Race May Be Viewed
Either Afloat or
Ashore.

By Burr McIntosh.

POUGHKEEPSIE, June 12.—Which is the best way to see the race? This question has been propounded to hundreds who should know and don't, and hundreds of times to those who do know and have to tell, so for the benefit of those who expect to witness any of the races the following information may be of interest.

If the date is at all clear by far the most satisfying way will be to be on the observation train. There will probably be but one. It will consist of fifty cars. As the length of the train will approximate 2,000 feet, the error of attempting to run more than one is plainly apparent. So get your reserved seats early. To do this quite as much influence will be found necessary as is required to secure good seats for any other big outdoor game. Sixty cars in the center of the train have been allotted to each of the three contesting colleges. Nearest to this eighteen the members of the University, University Athletic and Har-

THE UNIVERSITY OF PENNSYLVANIA CREW

Y'S CREW.

ward clubs will be accommodated. Your friends in any of these can secure places for you before the 10th. After that date everything will be returned to the West Shore Railroad management and by it placed on sale at the various offices. The observation train will start from Highlands, directly above the bridge, twenty minutes before the start, and after the arrival of the special trains. The train will then run up to the start, a distance of three miles, and follow the crews over the course. An unobstructed view will be afforded except for a distance of a few hundred yards, at Highlands, about a mile above the finish. From this train, after the race, immediate connections will be made with special trains, both north and south.

Those who are not fortunate enough to be either in the observation train or on the water must be contented with the romantic environment of West Shore tracks. The only way to see the finish and be on hand is by securing a position on the tracks. The observation train will be run on the

western risk, and therefore will not insist upon the use of a steam launch, and the seating places that will wander a distance of a mile down the track from the ferry, and there stand for hours unless blessed with a very strong wind. The use of a motor launch or the merry dry goods box. The latter, however, be no danger from accident, and the former, if it is not a very small one, is important, will be stopped for two hours.

How to View It Afloat.

Next to the observation train, and with the advantages reversed, on the water will be the better way to see the race. All manner of craft, large and small, and quite enough to accommodate anybody with the price will be utilized. The one great objection of the committee to having the race on the water is that it has increased the fear of accident. The river at the finish is about sixty feet deep and, as only fifteen feet of water is necessary, the proportion being steady current, great fear was felt for the shifting of position of the smaller ones. But at the meeting to-day of the captains and managers everything was decided, and the boats will be started at a safe hour. There will be no starting on July 2, when the Cornell is to start, but the Columbia race is rowed on the tide, and the Cornell is to start on the tide.

As yet there is very little surface excitement of the coming great struggles. The excitement is concentrated among the headquarters or headquarters of the crews. As only Harvard and Pennsylvania have arrived the excitement is confined to these two schools. The Harvard crew is certainly a clean-cut looking lot. A good criterion of their physical condition was afforded last Wednesday when they arrived at the track. They ran a mile in 17.5 will testify. It was about the chilliest, dreariest, dampest June day yet recorded. They were in a much shaggier and whiter than the crew of the other school. It had been cooped up in a chicken house for weeks.

The life and surroundings of the Harvard and Pennsylvania crews is widely divergent as the stations of Highlands and Poughkeepsie, though I can't upon the latter. The Harvard crew is a crowd to bear me out that overabundant gaiety in either is about as hilarious as the joy in a Brooklyn motorman's laughter. The Pennsylvania crew is a crowd of the past week returns. It cannot be found in human heart to criticise the way American crews are run.

Contrasted with Henley.

At Henley it is all so different. There the boats and launches are anchored for days or weeks. The occupants enjoy the days, the nights, the recreation. Hundreds visit the town and watch the training scenes. The majority of the crews are from the United States and sit side by side. When a trial is made every body on the bank from warmest friend to most ambitious antagonist, follows along the shore. At practice time members of vari-

But there are no such scenes enacted here. There is nothing romantic or spectacular about the trip with a host of other ways glad to welcome guests, but they are here for work, not for pleasure. Harvard is housed three miles and a half up the river. The only way to obtain daily news from the city is by a boat or a horse to ride a bicycle between the tracks of the West Shore road. Their life is largely among themselves, but a very pleasant life it is, as they are an exceptionally attractive body of boys. But good work is being done here, too. The trip was made through Pennsylvania, as compared with Harvard

It was a **Mean Yale Defeat.**

By a week from to-day all of the crews excepting Yale will be here. Each day, the error in Yale's judgment in not arriving here before the 21st is made more apparent. According to my better judgment, the Yale freshmen should have a comparatively easy time in their race, but they will have to be a lot better than they are otherwise would, to win. But may be it is ultra confidence. They will arrive here about the 21st, and will be here the first time that day. Naturally, they won't be able to go a trial. Equally naturally, they will have to work the next day, the day before the race. They will be a handicap but looks very much at the present moment as though the blue youngsters will win.

What a difference is seen in the methods of Harvard and Columbia. And may they be in a large degree, be responsible for the latter's success in the "College" rowing trouble. We read of it in the papers. Recently a man was removed from the college paper. Sulkiness and wrangling was very manifest. The absolutely necessary work of the success of any body of men working together is harmony and co-operation. One man representing the management came here weeks ago to select the crew. He was a Harvard man, and chose different quarters. It was only recently that the committee here knew how to get the "College" manager came here, bringing the information that the crew would be here Sunday. He was informed that it would be impossible to

Things Very Different Here.
Harvard's arrangements were all made a couple of weeks ago and attended to in a businesslike way. During the past week a member of the crew who had good reason to believe that his place in the boat was secure, was replaced by another and another. Not a minute. He went out in the "rub" with the man who had removed him—Mr. Lehmann—and had his faults shown him. He was told that he was not good enough to try to regain his place. That is the spirit that plays ball. There is no room for other things. The crew is a prediction, but I think that one of these crews will prove to be the best of the five and the other—the other extreme.

—The writer, in bumblebug judgment. It looks:

June 25—Harvard, Cornell, Yale.
July 1—Cornell, Indiana, Columbia.
July 2—Cornell, Yale, Columbia.
July 3—Cornell, Yale, Columbia.

that Yale-Princeton ball game!

Cook Trying to Evolve a Stroke
That Will Puzzle Them
All.

GALES FERRY, June 12.—Day by day, notwithstanding the disadvantages of unusually rough water and rainy weather, the Yale crew have worked patiently and faithfully under the tutelage of "Bob" Cook, the father of rowing at Yale, to overcome the minor faults of their stroke and round into good form.

The work of Yale will be watched with special interest this year, because of the lesson which they have learned from the experience of last Summer, and because of the radical changes which they have made in their stroke as the result of Mr. Cook's instruction. Some of the most noticeable features of the change are the adoption of the long far-reaching body swing of the English stroke, the use of the "feather" in the rowing, steady stroke, with power applied evenly from catch to finish.

Five of the present crew have never rowed in the Varsity boat before and it has come naturally to them to learn the new stroke, but Captain Bailey, Stroke, and the other four, who were in the Varsity boat last year, have been under the disadvantage of having to unlearn the stroke which they used last year, and to learn the new stroke, which is about to combine a maximum of power with a minimum of exertion.

The crew have worked hard, and have learned the body swing admirably. They drive their oars through the water with telling power.

On the three points on which Mr. Cook has been coaching them especially lately, the first is on the catch. They have been

accustomed to turn the blade from the feather to the perpendicular position of the catch with a quick, jerky motion of the wrists, and then splash them into the water. Mr. Cook is teaching the men to turn the oar blade to the position of the catch with a slower and more gradual motion, and to make the catch with a jerk and a snap.

The second fault is a disposition to rush the slides on the recover, and the third is a serious one is the poor time of the boat.

The port and starboard strokes do not seem able to make their blades enter the water at the same moment, and they do not flush at precisely the same moment, and consequently, the boat has a tendency

It is a fault which Mr. Cook and the coxswain are laboring hard to overcome in the next few days. On the whole, the port oars are doing better work than the starboard oars. The No. 1 and No. 5 both have a tendency to be short at the catch.

At 7 o'clock the men rise at 6 o'clock in the morning and start for a mile's brisk work over the country roads, returning in ample time for a substantial breakfast at 8 o'clock.

From breakfast time until 10 their time is their own, either to read, write letters or to do what they like. At 10 o'clock the work in the pair-oars commences.

At about 11:30 or 12 the pair-oar world commences to be ordered into their shell at the float.

At 12:30 after dinner the men are at liberty to do what they like. They may cycle ride or playing with a baseball. From 4:30 there is a light hot supper and at 5 o'clock the men embark in their shell for the hardest work of the evening, the advantage of the cool of the evening, and the fact that they cover the four-mile course.

On their return shortly after 8 they have a second supper of cold meats, milk and bread, and at 9 o'clock they are at rest and study. They must be in bed by 10, and be

Pos.	Varsity.	Class.	Wt.	Age.	Ht.
G. Langford	18978.	176	21	6.10.	
W. E. S. Griswold.	1839	169	20	6.1.	
6 F. Allen.	1900	152	20	6.	
5 P. H. Bailey.	1897	150	23	6.1.	
4 J. C. Greenwood.	1900	170	20	6.	
5 H. C. Campbell.	1890	163	21	6.1.	
2 Payne Whitney.	1898	170	21	5.10.	
Bow D. F. Rogers.	1898	171	20	6.	
2 F. Wilson.	1899	167	21	6.	
Sub. P. D. Mills.	18978.	173	21	5.11	
Sub. G. T. Marsh.	1898	172	22	6.	
Average		172	3.10	21	6.

Pos.	Freshmen.	Wt.	Age.	Ht.
8 J. H. Williams.	171	19	6.00.	
7 B. H. Niedecken.	171	19	6.	
6 J. A. McGee.	187	20	6.	
5 J. A. McGee.	187	20	6.	
4 R. P. Flint.	172	21	5.11	
3 J. P. Brock, capt.	152	17	5.10	
2 J. H. Williams.	171	19	5.10	
Bow R. M. Patterson.	168	18	5.9.	
Co. J. M. Walton.	113	10	5.11	
Sub. J. H. Williams.	170	18	5.11	
Sub. H. P. Wickes.	170	18	5.10	

Columbia's Crews Leave for the Scene of the Aquatic Derby.

COLUMBIA is gone. The blue and white crews have departed for Poughkeepsie and the heart of the Riverside girl is sad. The big fellows were great favorites along the drive, and carried away with them yesterday a carload of good wishes. While they appear about dead to the girls, they leave much to be desired in the eye of rowing experts. The men are strong and healthy enough, and five months of faithful training have done wonders with them in the way of oarsmanship, but judging from yesterday's exhibi-

tion they've still a few tricks to master if they wish to finish one-two in the big race.

It may be said without fear of contradiction that the new stroke taught by Cowles has proved an unqualified success. The work of the men at present is far from satisfactory, but the stroke is so new that when completely mastered should make the black and white oarsmen formidable opponents.

The Peet stroke will be remembered as a short, snappy one, with a hard jam down on the back leg, and a long, steady sweep. It now shows a long, steady heave without placing much stress upon keeping a flat and even back leg, and the arms are pulled in from the perpendicular, get a hard catch and a long swing with a hard flush pulled all the way through to the body. The result is a stroke faster than last year's, the swing being equal in speed throughout, with the arms shot rapidly forward just before the catch.

Differences are also noticeable in the feathering and wrist movement on the catch.

Too Slow on the Catch.

Yesterday morning the work was necessarily slow, the tide being out at 9:30. Starting off against a strongly running tide with a powerful but lifeless stroke. The work of the men was remarkably smooth and even, but there was a slowness on the catch when the men should have been shot forward at the beginning of the stroke that will prove fatal to the success of the crew if it is not overcome.

Some freshmen, already tired from the long haul, were up on the ready heave, so necessary in the Cowles stroke, and failed to finish on their stroke strongly. The crew that had sailed back on the catch, and Putnam's rear was seemingly shorter than that of the other men.

When the crew as a whole, their work was disappointing in the extreme, and a big improvement will have to be made in the next few weeks, unless they wish to lose the post.

The freshmen were naturally elated over their defeat of the 'Varsity on Friday and Saturday. They were, however, a little more ragged than the 'Varsity, but they put a vim and dash into their work that enables them to finish the short stretches of the race.

At the start, the freshmen were off to a rush up on the recover, preventing the boat from gliding smoothly and evenly through the water.

At 10:30 the Webb Shells.

At 10:30, the shells were towed over,

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sometimes a man so overflows with generosity
that he cannot rest until his discovery is known
to the world. He will give away his discovery
to the world, which will cure them of any form of
nervous debility; relieve them of all doubt and
uncertainty which such genuine, naturally liable
persons, who are organs to natural recovery,
vigor. As it costs nothing to try the experiment,
it would seem that any man suffering with the
above mentioned ailments, should never
stop to realize what might be the final
result ought to be deeply interested in a remedy
which restores the brain, and gives vigor,
vigor, without which they continue to live an
existence of untold misery. As the remedy in
question is a genuine man's discovery, it is
his to want combination would be peculiarly ef-
fective in restoring to men the strength they
need, it would seem that all men suffering with
any form of nervous weakness ought to write for
such a remedy at once. A request to H. C.
Olds, box 110, Kansas City, Mo., stating that
you are not sending for the prescription out of
idle curiosity, but that you wish to make use of
the medicine by giving it a trial, and that you
are not sending for it without a sincere desire
where information came from, will be answered
at once.

The prescription is sent free, and although
it costs a few cents, Olds can afford to
give away his discovery, there is no doubt about
the offer being genuine. Put this out and send
for it at once. You will know how you can
write to him.

forms of the Varsity, but was taken as an emergency boat. The paper, the 13 Varsity was also taken as a boat for the freshmen. The paper Webb gig was brought to keep the tubes busy. At 12:30 the crew we barked—twenty-seven in all—and an enthusiastic send-off of three under-ates departed for the battle ground. Cowies in the Daisy had a start on of an hour and a half. Columbia men now were eagerly for accounts of rapid movement.

OBSERVATION TRAINS.
Fifty Cars, Seven More Than Last Year
Arranged for by Passenger
Agent Lambert.

Passenger Agent C. E. Lambert, of the West Shore Railroad, states that there will be fifty observation trains at each of the four races to be held at Poughkeepsie this year.

This provides for seven cars in excess of the number attached to the trains last year, and affords additional accommodation for at least 500 passengers. On June 23 and July 2 two special through trains will be run to Highlands, leaving the depot of Franklin street at 12 o'clock noon and 12:30 p. m., and from the foot of West Forty-second street at 12:15 p. m. and 12:45 p. m. respectively. The fare for the trip will be \$1.50, and observation car tickets will cost \$2 apiece.

For the Freshmen's races on June 23 and July 2, one special train will be run, at 12:30 p. m. from Fort Second street and 12:45 p. m. from Franklin street.

Seats for the observation train may now be had at the company's office, No. 39 Broadway.

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of another. **HUDYAN** cures headache, bad falling out, dimness of sight, noises in the head and ears, swollen glands, enlarged tonsils, bad smell. **HUDYAN** cures sunken eyes, stunted growth, palpitation, shortness of breath, dryness of throat, nervous debility, general weakness, or weakness or pains in the small of the back, loss of muscular power, gloomy, melancholy fore bodings.

HUDYAN can be had from the Doctors of the Hudson Medical Institute, and from no one else. You must know how to use it, for the nerves twitch, as there is certain to be an irritation at their centres in the brain. You need not fear this, because the twitches are due to the "force," because this decline shows a lack of nerve life, and may develop into nervous debility and paralysis if you do not take care. You have passed your nerve, if you have knotted or knarled them. If you have shrouded them in electricity, you cannot get them free. You will see **HUDYAN**. No one else can give you **HUDYAN**, except the Hudson Medical Institute. It cures all ailments, such as rheumatism, hydrocele, impotency, dizziness, falling sensations, blues, drains, despairing sorrow, depression, etc., etc.

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